AIMED AT THE MANHATTAN PEOPLE

HE SENDS SOME SEVERE CRITICISMS TO THE

RAPID TRANSIT COMMISSIONERS. thing to say to the Rapid Transit Commission yes-terday. They were the Finance and the Dock de-partments, and they were represented at the meeting soion held at No. 22 William-st, in the n. J. Sergeant Cram, president of the Dock pepartment, appeared in person. Controller Myers not able to be present, but he sent a communica-Department. President Cram appeared to appose the plan for building a four-track elevated road West-st., from Battery Place to Christopher-st mer Starin acted as chairman. All the the Commissioners were present except Mr. Stein-

coller Myers's communication was in reply to

criticisms of his letter of March 15 allen T. Davies, who appeared for the Manhattan glerated Railway Company, and tried to prove that the privileges granted to that company by the Rapid panel Commission, March 11, were not valuable There was a large attendance at the meetand it was the general conviction that Controlle rs's communication was a complete answer to arguments advanced by Mr. Davies last week for the Manhattan Company. Mr. Myers's letter was red sloud by Mr. O'Brien, chief clerk of the com After remarking that the Manhattan Company's first and general objection was eges based on gross earnings proceeded upon a principle and was unfair, the Controller said that the same objection was always offered by corons possessing or seeking public privileger roring to avoid making proper compen-for. "The gross earnings of a railron are," the communication said, "always definite in

Controller's communication continued in part

opted by each company."

ether hand, are necessarily variable in amount, de-pending, as they do, on the system of bookkeeping

It is difficult to see in what way a computation based of gross earnings can prove unfair to the Manhattan Railway Company. The operation of the Manhattan Elevated Road is no longer an experiment. The proportion which its operating expenses bear to its gross income has become fixed and definite by the experience of many years, and exhibits a remarkable uniformity in its annual average. Thus the percentage of expenses to earnings in 1884 was Thus the percentage of expenses to earnings in 1884 was 57.63 per cent; in 1885, 50.87 per cent; in 1886, 57.50 per cent; in 1887, 55.51 per cent; in 1885, 53.70 per cent; in 1889, 57.18 per cent; in 1890, 57.05 per cent, and in 1891, 58.73 per cent. The average of these eight years is 56.80 per cent, from which it will be seen how small the variance has been in the extreme of any one year. I must conclude, therefore, that the interests of the Mannasan Rallway Company, honestly and honorably administered, could be as well protected by a percentage calculated on the gross earnings as upon that hazy and illustive

In answer to Mr. Davies's statement that the sivileges granted to the Manhattan Rallway were valuable, Controller Myers said he found it diffioult to approach this assertion in the spirit of seriousness in which it was made, and went on:

The Manhattan Railway Company has for years been seeking the grant of privileges substantially the same as hose now proposed. That corporation is ir business for reopie of this community without remuneration. therefore constrained to believe that this statement

When the Manhattan Railway Company demands that I shall demonstrate in dollars and cents the exact value of the proposed extensions it formulates a challenge which of the proposed extensions it formulaes to the proposed extensions it formulaes to the tis manifestly impossible to meet. No one can foretell with even approximate accuracy the additional number of passengers it will carry by reason thereof, nor the consequent increase in its gross receipts. That these additional privileges, however, must invariably result in argely increasing the revenue of the road is a proposition argely increasing the revenue of the road is a proposition.

largely increasing the revenue of the road is a proposition which is hardly susceptible of doubt in the mind of any importal and candid man.

Apart from the general and well recognized trinciple that passenger traffic always follows the line of adequate ortation, it must not be forgotten that the express on the third tracks, by relieving local traffic of it trains on the third tracks, by relieving local traffic of its present congested condition, will naturally draw to the use of the elevated roads thousands who now employ other methods of transit, rather than submit to the sufferings and degradation of crowding so intolerable that it would be termed inhuman if applied to cattle.

I have admitted—what perforce is incapable of denial—that it is impossible now to fix the exact value of these proposed privileges; but I am not as yet cognizant of any valid refutation of the fact that the first of the three alternate repropositions embedded in my communication of the

alternate propositions embodied in my communication of the 15th inst. furnished a fair and equitable method of ascer-15th inet. furnished a fair and equitable method or secre-taining that value. By that nethod, should the earnings of the company be increased, compensation is made to the city in proportion to the amount of that increase; if the earnings are not increased, the company is relieved

s now obliged by law to pay.

The Machattan Raliway Company claims that this nethod does not take into account the normal increases a passenger traffic which would accrue to that read even

the extensions were not constructed.

This objection would possess more weight if that providing had not repeatedly admitted what is a matter common knowledge, namely, that the elevated lines are or common knowledge, namely, that the elevated lines are new taxed to their utmost capacity, and that unless au-thority to lay additional tracks is granted, the Manhattan Company will be wholly unable to meet the increasing de-mands of the future which will be forced to seek relief in

Mr. Myers said that he had considered all the other objections offered by Mr. Davies, and after disposing of them briefly he closed as follows:

The chormous capital stock of the Manhattan Railway The chormous ceptes it is said to be earning dividends at the rate of 12 per cent per annum, represents not one dollar of original investment; and the present opportunity might be deemed by many a proper occasion for remembering the past history of that corporation; its relation to the people and the numicipality; the free gift of its readible; the enormously valuable franchise for which this bed; the enormously valuable franchise for which this which it is said to be earning divicommunity has received practically no remuneration-and a favogable time for seeking to rectify the mistakes of the As stated in my former communication, however fleve, in justice to the person innocent shareholder limited to a consideration of the real osterous demands of a corporaton which misuses the priender of the people's rights, there exists an irrecon ellability which I am confident will appeal to the minds of your honorable body.

The reading of the Controller's communication was followed closely by all those who were present, and when it was finished there was loud applause. "Those people must be Anarchists," said Lawson

N. Puller to a Tribune reporter.

Mr. Davies seemed to be somewhat surprised at the Controller's strong language about the methods and post history of the Manhatian road. Mr. Davies spoke briefly in reply, saying in part: "I think we fail to find in this communication a single argument to sustain the Controller's statement that a percentage If the gross earnings is the best manner of fixing the compensation. If the view that has been presented to you is to be answered by the Controller saying troller has descended to vituperation and misstate

that he doesn't believe, or that the statement is disingenuous, then I have nothing to say, The Consent, and I don't care to follow him on that ground. aid be borne in mind that the Manhaitan Compeny has conceded much. Under the law we are entitled to charge 15 cents for carrying a passenger from the Battery to the Hariem River, and 25 cents or carrying a passenger from the Battery to Oneed and seventy seventh st. on the Suburban Elerated. If arguments and facts are to decide this

A letter from J. Sargeant Cram, president of the Dock Department, was then rend. Mr. Cram prolested against the Rapid Transit Commission granting any permit to the elevated roads which would inter-R. or the southerly side of the Harlem River. "It has een," his statement continued, "the aim of this defor many years to relieve the congested traffic of West-st. by pushing permanent improve-ments as fast as possible. In my opinion, if any road is constructed in West-st., it should be to the east of the sidewalks." Mr. Cram made a few remarks support of his written statement. He spoke in his l modest manner, but was firm in protesting not the four-track elevated road through Westas proposed by Mr. Spencer. Several speeches were made by property-owners against the proposed cross-own line through One-hundred-and-twenty-ninth-at. Mr. Spencer offered the following

to name the carliest time at which he can attend a meeting, and that one be called at such time as he may fix. The resolutions adopted by the trustees of the athedral of St. John the Divine on Monday, protesting against the the proposed Tenth-ave. extension, were received by the commission and read aloud.

Mr. Steinway was seen at his home, No. 26 Gramercy Park, at 8 o'clock last evening.

Gramercy Park, at 8 o'clock last evening, by a Tribune reporter. At that time he had not received a report of the meeting of the commission held in the afternoon. When informed of what had taken place at the meeting. Mr. Steinway said: "Mr. Bushe will probably inform me to-night of what has taken place, and ask me to name a time for a full meeting of the commission."

"What will your answer be?" was asked.

"I will tell Mr. linshe that I am ready and desire to piece the commissioners to-morrow. I am surprised at Mr. Cram's opposition to Mr. Spencer's plan for building a four-track road in West-st. But so it goes all the time; we are meeting new difficulties every day. I am still in favor of the Teath-ave, extension, rather than an extension in the upper Boulevard. I am rapidly gaining in health, and hope to resume actively my work as a commissioner in a very short time. I sat up five hours to-day, and expect to take a short walk, with the assistance of crutches, to-morrow."

NO CABLE POWER FOR THREE MONTHS THE BROADWAY AND THIRD-AVE. LINES WAIT

ING FOR HOUSES TO BE FINISHED. Many of the people in this city have been wonder on Brendway and Third-ave. It was expected that the roads would be in operation by this time, and many will be disappointed to learn that there is hardly a chance of the cable being used on Broadway in less than three months, and op Third-ave, in less than four months. The readbeds on both lines are practically completed. All the power houses, however, will not be ready for several weeks. When the power houses have been finished it -ill take some time to lay all the cable, make trial trips, experiments and

on Broadway about July 1. Henry Hart said yes-terday that he was doing all be could to have the Third-ave, cable running on July 3, the date when the first car was run over the Third Avenue line fort, years ago. The probabilities are, however, that the cable on that line will not be in use until August.

#### AGAINST A ROAD IN THEIR STREET.

A number of people owning property in One-hundred-and-twenty-ninth-st. held a meeting last night in Madison Hall, to protest against an extension of the elevated railroad system in that street. Edward F. Corey presided and W. A. Shelton was secretary. Resolutions protesting against the use of One-hundred and twenty-ninth-st. for railroad purposes were passed

THE BOARD OF TRADE TO TAKE ACTION. A special meeting of the Board of Trade and Transportation will be held at 3:30 p. m. to-day, at it-rooms, Nassau and Liberty ets., to take action upon pending legislation relating to rapid transit. Special attention will be given to the report of the Comm on Railway Transportation on the Ellison bill.

#### RAILROAD INTERESTS.

THE READING RECEIVERS' PETITION. MASTER TO PASS ON THE QUESTION OF ISSUING CERTIFICATES.

Philadelphia, March 21.—Judge Dalpas, of the United States Circuit Court, this afternoon on peti ion of the receivers of the Philadelphia and Reading Railroad for authority to issue receivers' certificates with instructions to report to the court as any other or modified order. The master is directed any other or moduled order. The master is directed to give publicity to his proposed hearings in the mat-ter both by advertisement in the newspapers and by

direct special written notice to any person who, in

his judgment, should be so specially natified.

The first portion of the receivers' petition deals their statement already published. Proceeding fallen due since February 20 on the accounts named. Further they state that the following is a correct statement of the indebtedness at the present time on

the accounts pamed : Railroad company materials and supplies, \$1,430,000; balance due other rai road companies, \$1,110,000; coal and iron company materials and supplies, \$5,77,000;

In addition to the above amounts, wages have accrued since February 20, 1893, to the following amounts: Railroad company, \$1,400,000; coal and of the New-York and New-England Railroad Comtron company, \$700,000; making a total in all of pany. \$7.053.000.

that it will be impossible for them to pay in cash for materials, supplies and other Habilitie of the company at the time of the creation of the receivership, and thereafter to be in possession of funds sufficient to enable them to meet other current tiabilities. They are already mable, with the cash in their hands, to meet the liabilities which are being created from day to day, beginning with the receivership. They believe that if they are authorized to issue certificates to the amount of \$5,500,000, to be negotiated or to be delivered to the persons t whom the companies are indebted for material, supplies coal purchases, etc., as above enumerated, they wil coal purchases, etc., as above enumerated, they will be able, with the current receipts, to meet the current liabilities of the companies, as the same will accrue during the year ending the last day of March. 1804, including all interest charges, rentals and guarantees, and including the outlays required to be made for equipment, notes and car trust instalments maturing during the year on contracts made prior to January 11, 1803."

The advices from Philadelphia that application had been made in that city for authority to issue cer-tificates by the receivers of the Philadelphia and Reading Railroad have caused no change in the attitude of, the security-holders of the company here. General Louis Fitzgerald, president of the Mercantile Trust Company, one of the members of the Committee of General Mortgage Bondholders, said that he under stood that the Philadelphia Court, while assenting to the issue of receivers' certificates, withheld judg ment upon the question of their priority over the general mortgage bonds. John R. Dos Passos, counsel for the committee, said that the case had beer turned over to a referee, and that the bondholders would appear in the proceedings before him, would depend upon the findings of the referee wi action would be taken by the bondholders. The general mortgage bondholders are determined to op-pose any action which would impair their rights.

C. E. Erotherton, vice-chairman of the London Committee of Reading Income-Bondholders, has ar rived here. He called upon General Fitzgerald and gave assurances that the English security-holders would warmly co-operate with any American move ment to oust A. A. McLeod from the position of

In spite of the general utterances of the representatives of Reading security-holders, there does not seem to be any aggressiveness in the movemen talked of for the removal of Mr. McLeod as a re ceiver. Yet the large houses that negotiate American securities abroad are receiving constant complaints from their European correspondents of the injurious effect on American credit abroad of the Reading col lapse. These letters call attention to the fact that the English press "rings the changes" upon mis management of American railroads, and all the scandals of the past are revived by the Reading episode It is said by these foreign writers that there has been decided shock to the reviving confidence of European investors, and the writers call upon their corre spondents here to secure the removal of Mr. McLeon If they wish to facilitate the negotiation of America rallway bonds abroad. The self-interest of different creditors of the Reading seems to prevent a co-operation that would effect the cure.

Mr. McLeod was in New-York yesterday. He wa Mr. McLeod was in New-York yesterday. He was seen coming out of the Mills Building in the afternoon, but he declined to discuss the Reading situation. Mr. McLeod's visit is generally believed to have some relation to the floating debt of the company, and perhaps he gave assurances to holders here that may tend to restrain action on their part in hostility to the receivership as now constituted.

This case has been in court for three years and has attracted wide attention because of the prominence of the parties thereto and the charges of misconduct involved. The decision completely known any wrong-doing and the court can find nothing in the management of the road to criticise.

A NEW DEPARTMENT IN THE CONSOLIDATED. New-Haven, Coan., March 21 (Special).—A new department has been made by the Consolidated road directors, called the car department. W. H. Fry. until recently of the Pullman carworks of Pullman.

# <del>经验的的的的的的的的的的的的。</del> HARPER'S MAGAZINE

A NOTEWORTHY AND TIMELY ARTICLE

Kansas==1541=1891

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entered upon his new duties. He will oversee all the work done in the company's shops in New-York City, New-Haven, Providence and Valley Falls, R. L., making his headquarters in New-Haven. The new place was created because of the additional rolling stock which has just been acquired by the Consolidated road along with its other recent possessions.

Southern Pacific Railroad for 1892, to be submitted at the annual meeting on April 6, will show a loss of are materially decreased, the report will petition of elipper ships for seven months last year caused the railreads to reduce their rates on trans-continental traffic. "The Examiner" says that at the annual meeting Senator Stanford is to be re-elected chairman of the executive committee, which will be made up of Messrs, Stanford, Huntington, Crocker and Hubbard.

NO ACTION ON THE FUNDING QUESTION. NORTHERN PACIFIC DIRECTORS MEET AND TRANSACT ROUTINE BUSINESS.

Henry Villard, chalrman of the board, has returned from North Carolina in improved health, and attended the meeting. At the close be said that only routine business had been transacted. The meeting of the board will be held on April 20, the date of the special meeting of stockholders called to consider the proposition for the sale of the St. Paul and North-ern Pacific stock held in the treasury of the Northern

ern Pacific stock, which involved consideration of the proposed plan for funding the floating debt in fivecollateral trust notes. The inaction of the di rectors was a disappointment to Wall Street, friends of the company have been cheered recently by the prespect that there might be an arrangemen was expected to accompany the plan. onestderate policy must be pursued by those who are working to that end. There is said to be no pressing need to provide for the floating delst, and it is possible at any time to call a special meeting of the board of directors to adopt a new financial plan or accept any possible resignations from the board.

FROM READING TO NEW-ENGLAND

Philadelphia, March 21.-George F. Randolph, first assistant general freight agent of the Reading Company, was yesterday appointed general traffic agent

## THE COURT REFUSES TO INTERFERE.

between Alexander Shaw, a prominent stockholder in the West Virginia Central and Pittsburg rallroads and the directors was ended to-day by Judge Dennis refusing to grant Shaw's application for an injunction to restrain the West Virginia Central from buying or leasing the Pledmont and Cumberland road. The Baltimore and Ohio was interested in Mr. Shaw's fight, and Irvin Cross, one of its counsel, appeared for Mr. Shaw.

THE INVESTIGATION OF THE CONSOLIDATED. Boston, March 21.-The Senate to-day concurred in he adoption of the House order for an investigation into the charges of discrimination by the New-York, New-Haven and Hartford Railroad with an amendment referring the matter to the Railroad Committee, with instructions to report on or before May 1.

B. AND O. MAY ENTER WORLD'S FAIR GROUNDS. Chicago, March 21.-The Baltimore and Ohio gained an important victory in a condemnation suit to-day, which will give it a clear right of way into the grounds of the World's Fair. The Illinois Central heretofore was the only road having an entry into the grounds.

## THE CONCORD AND MONTREAL LEASE.

Boston, March 21 .- In the Legislature to-day the bill authorizing the Boston and Maine Railroad to lease the Concord and Montreal Railroad was amended by providing that the act shall be void if its provision not availed of by July, 1895. Pending an amend ment making the lease or purchase subject to the approval of the Railroad Commissioners, the bill was laid over to Thursday.

## DISCUSSING WORLD'S FAIR RATES.

Chicago, March 21 .- A meeting of the general man agers was held to-day in the office of Chairman Blanchard, of the Central Traffic Association, for the purpose of discussing the rates to the World's Fair in the territory controlled by the association. neeting lasted all day, but resulted in nothing definite, and will be centified to-morrow. The general opinion seemed to be that rates should be multialized at the highest reasonable figures, and the tariff most favorably considered was that of a one and

President Fish, of the Illinois Central, called a meeting of the presidents to day to consider the ques-tion of World's Fair rates. No decision was reached.

## MONSIGNOR SATOLLI'S PLANS.

Washington, March 21.-Monsignor Satolli, Papa Delegate, will not make an extended trip West, as has been rumored. He will attend the opening of the World's Fair in his official capacity of World's Fair Commissioner. It has been published that Monaigno Satolli will in the near future visit St. Louis and Omaha, to investigate the Bonicum affair and look into matters concerning the Church in the West generally, but it is given out authoritatively that he will hear and decide cases only in this city. Concerning the Treacey affair at Trenton, N. J., it is said that so far as Monsignor Satolli is concerned, he has rendered his decision in the case, and that it is final. The only question still pending in the matter is the church property, which will be decided by the court

Ithaca, N. Y., March 21.-Charles S. Francis, of "The Troy Times," has been nominated by the alumnit of Cornell University as a candidate for alumni trustee to be elected in June, in place of Dr. Daniel E. Salmon, whose term of office then expires. Mr. Francis in his undergraduate days was an en-thusiastic carsman, winning for Cornell the intercollegiate single-scull championship at Saratoga in 1676, making the best time on record and not since equalled, and gaining elsewhere victories for the Cornell navy. The nomination meets with hearty approval from representative alumni all over the

#### IN THE FIELD OF SPORTS.

BASEBALL AFFAIRS "BOOMING." KING SIGNS WITH THE GIANTS-NEW-YORK

ATHLETIC CLUB'S STRONG TEAM. Charles F. King, the pitcher, generally called "Si

catcher is needed. Kelly is the man desired, and may sign in a day or two. In case this baseball clown cannot make up his mind another catcher, already in view, will be secured. As Kelly cannot sign with any other team without the consent of the New-York club, and as he knows this, the "King" may hasten the workings of his brain and make up his mind to-day, or at

of Yale College, will be on the nine, Bowers doing the pitching. The team will practise at the Polo Grounds ago. At the latter city the local team will be

He has secured indoor quarters for his players, where regular symmasium work will begin next week.

SALE OF THE FASHION STUD BEGUN. SOME OF THE PRICES OBTAINED FOR TROTTERS-SPIRITED BIDDING.

The sale of the Fashion Stud at the American Institu The sale of the Fashol State crowd. The leading local current were present. Prices were fair, and the bidding

Patti, b. m., Jay Gould-Thornetta; H. Ayner, East Grange, N. J., \$1,000. Thornical, b. m., Jay Gould-Thornetta; G. J. Harley, Great Neck, L. L., \$709.

Great Neck, L. I., 8700.
Withelpine, ro. f., Fagle Bird-Thornetta; J. H. Shulta, Parkville, L. I., 81,500. Digma, b. c., Rumor Daisy; P. T. Steinway, city,

Verdi, b. c., Eumor-Cimbal; George Hildebrecht,

Gold Coin, b. f., Baron Wilkes-Rosebud; J. H. Shults, #1.700.

ville, Va., e385. Phoenix, b. f., Fayette Wilkes-Pansy; W. S. Lawson Miami, blk. f., Fayette Wilkes-Migueri; W. H. Orr,

Reading, Penn., #150.
Triangle, b. c., Alcantura-Guitar; C. W. Carpenter, Palette, ch. L. Alcantara-Piecolo; W. H. Orr, Reading, Penn; \$600.

The total for the forty-nine head sold was \$18,950. The sale will be continued to-day, beginning promptly

MR. PULSIFER'S ENTRIES.

Chicago, March 21.-David T. Pulsifer arrived in Chicago yesterday morning and spent the day visiting with his old partner, "Jim" Murphy. He is on his way to Major Thomas's farm in Kentucky, where his noted racchorse, Tenny, is in the stud. Out of an original entry of four he has three coits eligible to start in the American Derby, and he said yesterday it was his intention to carry them beyond the final declaration, April 1. They are: Tiny Tim (formerly Roy), by Lisbon, dam Brita; Will Elliott (formerly Bonovan), by Blue Eyes, dam Felleta, and Reynard, by Imp. Kingston,

## WINCHESTER ROUGHT BY S. S. BROWN.

Lexington, Ky., March 21 (Special).-Winchester, by Wilton, dam by Mambrino Patchen, has been bought Wilton, dam by Mambrian Patchen, has been bough by Captain S. S. Brown, Phtsburg, of Bowerman Bros. this county, for a large sum. Captain Brown will place this richly bred young horse at the head of his trotting establishment in Kentucky.

WOLF'S CRAG WINS THE LINCOLNSHIRE. London, March 21.—The regular horse-racing season opened yesterlay with the Lincoln spring meeting. Today the race for the Lincolnshire Handiens attracted a large crowd to the course. It was won by J. W. Smith's three-year-old brown colt Wolf's Crag, by Barcaldine-lady Ashton. Sir J. Blundell Maple's three-year-old bay olt Gangway, by Saraband-Gang Warlly, was second, and R. Vyner's three-year-old che-tnut cost Marcion, by Royal Hampton-Emmeline Marcia, third. Mina was the favorite at odds of 4 to 1, 20 to 1 being the odds against Wolf's

THE HARVARD BASEBALL SCHEDULE. Cambridge, Mass., March 21 (Special)-The schedule of the Harvard nine for the reason of 1893 was ratified to-day.

the Harvard nine for the season of 1893 was ratified to-day. A few open dates still remain to be filled, but ther will probably be kept open until after the Easter trip. The schedule as given out by Manager Hill is as follows: April 1, Andover at Cambridge; 3, Matthews at Cambridge; 6, University of Pennsylvania at Philadelphia; 7, Georgetown University at Washington; 8, University of Virginia at Charlottesville, Va.; 10, University of Pennsylvania at Philadelphia; 11, Boston League at Hartford; 15, Brown at Providence; 17, Thompson and Houston at Cambridge; 22, Holy Cross at Worcester; 21, Ammerst at Cambridge; 22, Brown at Providence; May 1, Tufts at Cambridge; 3, Lovells at Cambridge; 6, Princeton at Princeton; 10, Chicago Athletic Club at Princeton at Princeton: 10, Chicago Athletic Club at Cambridge: 13, Williams at Williamstown: 15, Brown at Cambridge: 17, open: 20, Amberst at Amberst; 22, Cornell Cambridge; 21, Amberst at Cambridge; 27, open; 30 Princeton at Cambridge; June 1, Georgetown University at Cambridge; 3, Yale Law School at Cambridge; 6, Holy Cross at Cambridge; 10, open; 12, University of Pennsylvania at Cambridge; 14, University of Pennsylvania at Cambridge; 16, University of Vermont at Cambridge; 17, University of Vermont at Cambridge; 17, Val. at New-Haven.

AMONG THE ATHLETES

Several energetic members of the Manhattan Athletic Club have devised a scheme for saving the handsome property in Madison-ave. It is proposed to reorganize the club and a meeting for that purpose may be held in a few day.

The dath annual gymnastic championships of the

Dixon is said to have received \$1,750 and Siddons \$750.

The surveyors at work on the bicycle track at Eastern Park find that it will be impossible to make a one-third-mile circuit and a quarter-mile track will be laid out. The track will be twenty-two feet wide and will be graded from eighteen inches to two and one-half feet from the inside to the outer edge.

The Brocklyn officials have given the Stagg A. A. permission to fold an smateur boxing show next Monday.

J. Sullivan, "Mike" McAuliffe and Charles Kelly are entered as a smateurs. They are in the same amateur

entered as amateurs. They are in the same amateur class as Corbett, Dixon, Siddons, Fitzsimmons and

A BAD FALL FOR THE "WIZARD." SCHAEFER'S RIGHT WRIST SERIOUSLY INJURED -IT MAY CAUSE HIS RETIREMENT.

Chicago, March 21 .- Jacob Schaefer's match with George Siosson has fallen through by reason of a serious socident which befell "the Wizard" early this morning, schaefer was returning with his wife from the house of a Schaefer was returning with his wife from the house of a friend, when he slipped on the ley pavement and in putting out his hand to save himself received the entire weight of his body on the right wrist. Two of the smaller bones snapped and it is the opinion of the surgeon who attended him that the injury is a permanent one, in which case Schaefer will be compelled to retire from the field of billiards. Should the injury, however, be only temporary, it will be months before he recovers the use of his right hand, and the delicate touch which has made him famous will be forever destroyed. At any rate, the match is off indefinitely, and while Slosson, according to the articles of agreement, has a right to claim Schaefer's forfeit, it is thought hardly probable that he will do so, as Schaefer's failure to appear at the appointed time will be due to no fault of his own.

A PROMINENT YALE OARSMAN INJURED. New-Haven, Conn., March 21 (Special).-Albert L Van Huyck, who pulled an oar on last year's Yale crew in the race at New-London, was injured yesterday in a curious way. According to the custom of the seniors at Yale he was spinning a fop when it flew and struck his eye-glasses, shattering them and causing the fragments of glass to lacerate his eye. The injury will be serious. If he does not lose the sight of the injured eye, he will be obliged to undergo a delicate operation, and in any case he probably will not be able to row on the crew this year. His abare will cost Yaie one of the best ours in college Captain Knapp, of the freshman crew, to-night se-Captain Knapp, of the freshman crew, to-night se-lected the permanent members of the '96 boat as follows; W. D. Smith, of New-York City; James H. Knapp, captain, of South Norwalk, Conn.; F. Coonley, of Port Richmond, N. Y.; R. B. Treadway, of Sioux City, Iowa; A. W. Dater, of Brooklyn; J. M. Brown, of Louisville, Ky.; I. C. Holcomb, of New-haven; W. M. Beard, of Poughkeepsie; D. L. Raymond, of Minneapolis; C. N. Hopkins, of Catskill, N. Y., and L. F. Hart, of Cleveland.

#### HIGH PRICES REDUCE PORK EXPORTS.

Chicago, March 21 (Special).-Acting under in structions from Washington, the Bureau of Animal Industry has reduced its force of microscopical experts one-half. It is stated the slackness now preperts one-half. It is stated the slackness now pre-valling in the pork business allows this to be done.

"None of our employes has been dismissed," said the chief cierk of the Chicago bureau to-day, "but we ex-pect the same result by only working them half time. The reason for this is that the prevailing high price of pork has greatly reduced the amount exported and so there is not so much examining to be done. As a rule the bureau is overrun with work, and this is the first time we have in any way reduced our staff."

#### HAUPT FOUND GUILTY OF MURDER

The jury in the trial of Frederick Haupt, charged with the murder of George Seiffert, a fellow farm-hand employed by Isaac Forbel, on September 1. brought in a verdict of guilty, with a reco to mercy, last evening, in the County Court at Jamaica. Haupt broke two of Sciffert's ribs with the tailboard of the farm wagon, in which both were loading tomatoes, and Seiffert died two days afterward in the Flushing Hospital.

#### WALBRODT FORFEITS A CHESS GAME.

Walbrodt did not appear at the Manhattan Chess Club last night, and Ettlinger claimed the game by default. The referee gave him the game. To-day Walbrodt will play against A. B. Hodges, at the City Chess Club, and to-morrow the match between Wal-brodt and Ettlinger will be resumed.

BRUNSWICK-Captain Gerald C. Langley, of the British Legation at Washington; Frank McCoppin, of San British Legation at Washington; Frank McCoppin, of San Francisco, and Lieutenant B. H. Buckingham, United States Navy. FIFTH AVENUE-Senator Nelson W. Aldrich, of Rhede Island; ex-Senator D. M. Sabin, of Minnesota; Arthur Sewall, of Maine, and Stevenson Runke, of Ohio. GILSEY-Judge George B Bradley, of the Now-York Supreme Court, and General Austin Lathrop, of Corning, N. Y. NORMANDIE-Dr. R. J. Gatling, of Hartford, Conn. PARK AVENUE-Bishop L. S. McMahon, of Hartford, and the Rev. William R. Alger, of Baston.

## THE WEATHER REPORT.

THE NEXT STORM NOW IN COLORADO.

Washington, March 21.-The pressure has increased rapidly over the lake regions and the Upper Mississippi Valley, and it has decreased in the regions south of the Trenton, N. J., \$350.

Alva, b. c., by Wickliffe-Auramia; J. H. Shults, \$300.

Lake Ontario has passed to the lower St. Lawrence Valley, and the depression which was to the west of the Rocky Mountains this morning is now central over Eastern Colorado. Rain his prevailed on the Atlantic coast, followed by clearing weather, and the weather has been generally fair in the Ohio Valley, fully States and the lake regions; but show and rain are reported to night in the States of the Missouri Valley from Missouri to Montana. It is warmer on the Atlantic coast and in the Southern States, and it is colder in the lake regions and Northwest.

Rivers—The Ohio, from Pittsburg to Louisville, is failling. At Calro it is risting slightly. The Cumberland and Tennessee are falling. The Mississippi, from Davenport to Cairo, is failing from Catro to Helena it is risting slightly, and at Vicksburg it is failing slightly. The Missouri at Kaicas City is failing. The Red River at Shreveport is rising.

## DETAILED FORECAST FOR TO-DAY.

For New-England, fair Wednesday, followed by snow or Thursday; slightly colder; northerly winds. For Eastern New-York, Eastern Pennsylvania, New-Jersey and Delaware, dightir colder and generally fair Wednesday; increasing cloudiness and rain or snow Wednesday night or Thursday; winds shifting to north-

sterly.

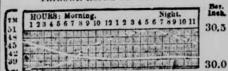
For Maryland and Virginia, rain at night.

For Western New-York, Western Pennsylvania and

feet Virginia, fair, followed by snow or rain; slightly West Virginia, fair, followed by colder.
For Ohio, rain or snow during the afternoon or night; slightly colder.

For Indiana and Illinois, rain or snow; slightly colder in the south.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram a continuous white line shows the changes in pressure as initiated by The Tribune's self-recording barometer. The broken line represents the temperature as observed at Perry's Pharmacy.

Tribune Office, March 22, 1 a. m.—It was showery yes-terday morning, but in the afternoon the skies cleared, Southerly and southeasterly breezes prevailed. The tem-perature ranged between 36 and 34 degrees, the average (45%) being 17% higher than on the corresponding day last year, and 7% higher than on Monday.

In and near this city to-day there will probably be fair weather; slight thermal changes; a trifle warmer, perhaps.

## MARINE INTELLIGENCE.

MINIATURE ALMANAC. 6:00|Set, 6:14|Moon sets 12:00 p.m|Moon's age HIGH WATER TO-DAY. A.M.—Sindy Hook 11:13|Gov. Island 11:32|Hell Gate 1:25 P.M.—Sandy Hook 11:31|Gov. Island 11:57|Hell Gate 1:50

INCOMING STEAMERS.

TO-DAT. From.

Swansea March 4. Atlantic rans
St Croix, March 16. Quesse
Christianand, March 6. Hamb-Amer
Antwerp, March 10. Bt d Star
Hawms, March 18. N Y & Cuba THURSDAY, MARCH 23.

PRIDAY, MARCH 24. Liverpool, March 15... Color March 12... Hamburg, March 15... Ro.t.rdam, March 11...

#### OUTGOING STEAMERS. TO-DAY.

THURSDAY MARCH 23.

Riactia Hamb-Amer, Humburg 10:00 a m S of California, Alian-State Glasgow 0:30 a m Nacoscase, Ocean, Savannah 10:00 m 3:00 pm J Erunn, Fahama Ss Co, Nassau, N P, 1:00 pm 3:00 pm 

On second floor may be found an exhibition of SOLID SILVER-WARE which, in the attention given to beauty of form and appropriateness of ornamentation, is distinctively different from any other stock to be seen in New York All who are interested in artistic table furnishing-BUYERS OR NON-BUYERS—are invited to inspect it.

THEODORE B. STARR, 206 Fifth Ave.—Madison Square



GRAND ANNUAL

# SPRING OPENING.

WEDNESDAY,

THURSDAY,

and FRIDAY,

MARCH 22D, 23D, 24TH.

Broadway, 4th Avenue, 9th and 10th Ste.

SHIPPING NEWS. PORT OF NEW-YORK-TUESDAY, MARCH 21, 189 ARRIVED.

Steamer Christine (Dan), Larson, Aarhus March 21.
in Laliast to Gust Heye. Arrived at the Bar at 6 a m.
Steamer Alexia (Fr., Valiat, Marcellies February 24.
Naples March 1, Gibraltar 6, with mass and passengers
to J W Elwell & Co. Arrived at the Bar at 6 p m.
Steamer Eass (ter), Reimissaten, Genos March 9. Gibraitar 12, with index and passengers to Oelircha & Co.
Arrived at the Bar at 12:14 p m.
Steamer Yucatan, Burley, Vera Cruz March 9, Tuxpam
10, Tampideo 12, Campeche 14, Progresso 15, Havana 17,
with index and passengers to James E Ward & Co.
Steamer Andres (Er), Williams, Port Limon March 11,
with midse and passengers to Pim, Forwood & Co.
Arrived at the Bar at 12:35 a mrs.
Polladelphia, Chambers, Porto Cabello March
10, Curaca 13, La Guayra 14 with mass and passengers
to Boutton, Bliss & Ballett. Arrived at the Bar as
6:20 a m. to Boulton, Bliss & Bailett. Arrived at the Bar as 6:20 a m.
Steamer Alene (Br), Seiders, Jacmel March 8, Aug. Steamer Alene (Br), Seiders, Jacmel March 8, Aug. Steamer Alene (Br), Fraser, Montago Bay and Stant's Bay March 14. Port Maria, Port Morant and Morant Bay 15, with indee and passengers to JE Karr & Co. Arrived at the Bat at 1 is m. Steamer Cyller (Nor), Rasmasen, Baracoa 5 days, with fruit to Bound, Tur & Co. Arrived at the Bar at 1:15 n. Stamer (vier (Nor), Assimate, Baracos of Maye, New Priet to Bonnet, Tur & Co. Arrived at the Bar at 1.18 p. m. Steamer Gwent (Nor), Stolh, Baracos via Newport News 6 days, with fruit to Mones & Co. Arrived at the Bar at 2.30 p. m. Steamer Etta (Br.), Clinkskel, Gibara via Delaware Er akwater March 13, with sugar to Mosle Bros. Arrived at the Bar at 12.30 a. m. Steamer Contho, Bolger, Gallecaton March 13 via Key West, with mass and passenters to Ch. Mallery & Co. Steamer Chattahooche, Dager I. Walker, March 18, with mass and passenters to Ch. Avanna, March 18, with mass and passenters to Co. Steamer Chattahooche, Dager I. Walker, March 18, with mass and passenters to Cold Dominion & Co. Steamer thanks and passenters to Old Dominion & Co. Steamer Monarch (Br.), Thomas, Calusa Busna 180 days, with instant of sola to Brown & Beccher; vessel to Rarter & Co.
Ship Nile (Br.), Clark, Calcutta 125 days, with mass to Carleton, Monarch & Co. vessel to Vernon H Brown & Co.
SANDY HOOK, 9 p. m.—Wind SW, light breeze; thick haze.
At City Island, 6:30 p. m.—Wind Hght, SW; clear. CLEARED.

Steamer Herman Winter, Nickerson, Boston—H P Dimock.

Steamer Arrman Miner, Assessor Steamer City of Columbia, Dole, West Point, Va—Old Dominion Stramship Co., Steamer Rhynland (Beig), Mills, Antwerp—International Natigation Co., Steamer Seminole, Rob'nson, Charleston and Jackson-ville—William P Clyde & Co., Steamer Majestic (Br), Parsell, Liverpool—H Mattand Kersey.

Steamer Leon (Nor), Syanoe, Gibara—H Dumoia & Co. Steamer P Caland (Dutch), De Boer, Amsterdam, via Baltimore—Funch, Edye & Co., Steamer Heathfield (Br), McDonald, Fernandina—Funch, Edye & Go., Steamer Kansas City, Fisher, Savannab—R L Walker.

Steamer American (Dutch), Voege, Rotterdam—H Sturnberg & Co.
Steamer England (Br), Heeley, London—F W J Hurst.
Steamer Olinda (Port), Roza, Oporto, via Azores—Hegemever & Brunn.
Bark Albert Shultz, Givan, Bridgetown, Bar—L W &
P Arnst 202.
Bark Angara (Br), Acker, Port Elizabeth—Arkell &
Douglass.

Bark Teresina Brune (Ital), Scotte, Funchal-Funch, Edye & Co.

Steamers City of Columbia for West Point, Va; Kansas City, Savannah: Roanoke, Norfolk and Newport News; P Caland, Amsterdam, via Baltimore: Heathfield, Fer-andina: Jamaica Monteco Buy; Lahn, Bremen, via Southampton; El Callao, Port Spain, etc; Mareca, Savan-Ship Ebenezer (Ger, late Jacob E Ridgway), for Apjice. Bark Pactoins, for Portland, Ore. NOTICES TO MARINERS. Carysfort Reef Light.

Reef Light-station, Florida Reefs, Fla., will be changed as follows:

The northeasterly flashing red sector will be made to extend from SWAS eastward to SW by WhW. The northwesterly edge of the sector will cut west end of triangle (pork barel) bony (black) No. 9, Hawk Channel, and its southeasterly edge will pass about 12, miles to southward and castward of Conch Reef igeaton E. and Reef Beacon D.

The southwesterly flashing red sector will be made to extend from NE'sE northward to NE by E\*4E. The southwasterly edge of the sector will pass about 14 miles southeasterly of Tennessee Reef Peacon No. 7, and its northerly edge will cut Duck Key Buoy (black and white perpendicular stripes).

In other respects the light will remain as described

in other respects the light will remain as described in other respects the light will remain as described the list of lights and fog signals.

Earings are magnetic, given approximately, and from award; distances are in nanitral miles.

By order of the Lighthouse Roard;

JAMES A. GRUFER,

Rest-Admiral, U. S. Navy,
Chairman.

Washington, D. C., March 20, 1803.
THE MOVEMENTS OF STEAMERS-FOREIGN PORT Steamer Loughrigg Holme (Br), Millican, sailed sields for New-York March 20.
Steamer Havel (Ger), Jungst, from New-York Steamer Lavel (Ger.) Junes, from New-York March Steamer Havel (Ger.) Junes, from New-York March 14 for Bremen, paked Scilly March 21.

Steamer Stevia (Ger.) Junes, from New-York March 9 for Hamburg, pased the Livare March 21.

Steamer Chester Dutch, Tolle, from New-York March 9 for Dover, pased the Livard March 21.

Steamer Lepante (Br), Wise, from New-York March 5, arrived at Lishon March 20.

arrived at Lishon March 20.

Arrived at Lishon March 21.

Steamer Chardenagor (Fr), salled from Marsellies for New-York March 19.

Steamer Effective (Br), Crosby, from New-York March 19.

Steamer Effective (Br), Crosby, from New-York March 18.

Steamer Redrutt (Br), salled from Ruelva for New-York March 18.

Steamer Newstria (Fr), Briand, from Naples March 19.

Steamer Newstria (Fr), Briand, from Naples March 10.

Steamer Fuert Hismarck (Ger), Albers, from New-York February 4, via Mediterranean ports, Alexandria, Jaffa, 6c, arrived at Maita March 21.

Steamer Hendel (Br), salled from Licata for New-York March 15.

Steamer John Marychurch (Br), salled from Licata for New-York March 15.

New-York March 15.

Steamer Inishowen Head (Br), Thompson, from New-York March 15.

Steamer Basil (Rr), McFariane, esiled from Para too w. York March 14. Steamer Justin (Br), Bisson, from New-York March 5, rived at Para March 16.